



City of Seattle

Edward B. Murray, Mayor

Department of Planning and Development

D. M. Sugimura, Director

CITY OF SEATTLE ANALYSIS AND DECISION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING & DEVELOPMENT

Application Number: 3016131

Applicant Name: Scott Jeffries, Caron Architecture, for Othello North Apartments, LP

Address of Proposal: 4200 South Othello Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 7-story, 353 unit residential structure with ground level retail (16,483 sq. ft.) and six live-work units (6,902 sq. ft.). Parking for 267 vehicles is proposed to be provided within the structure. Existing structures are to be demolished under separate permit. Environmental review and Early Design Guidance has been conducted under Project #3007649. SEPA conditions imposed under Project #3007649 remain in place for this project.

The following Master Use Permit components are required:

Design Review (SMC Chapter 23.41) with Development Standard Departures:

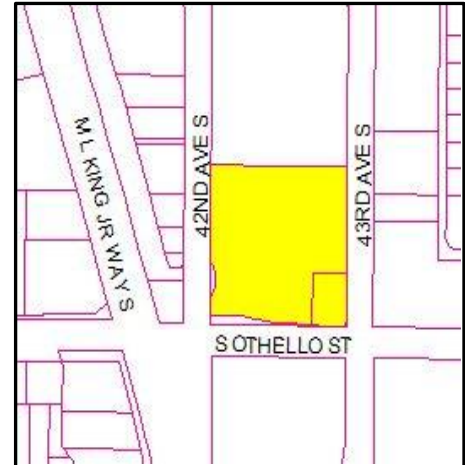
1. Street-Level Uses – residential uses (SMC 23.47A.005.C.1.d).
2. Street-Level Development Standards - street-level street-facing facades (SMC 23.47A.008.A.3).
3. Street-Level Development Standards - height & depth (SMC 23.47A.008.B.3).
4. Street-Level Development Standards - residential uses (SMC 23.47A.008.D.2).
5. Parking Location and Access (SMC 23.47A.032.A.1.c)

Site Zone: Neighborhood Commercial Pedestrian Three with a height limit of 85 feet. (NC3P-85 (5.75)), Othello Residential Urban Village, & Othello Street Station Area Overlay District

Nearby Zones: Directly to the north of the subject site is NC3-65, Multifamily Lowrise Two (LR2), and Single Family 5000 (SF 5000). To the east, across 43rd Avenue South the zone is a LR2 (half block depth) and SF 5000. To the south across South Othello St the zone is NC3P-85 (5.75), NC3P-85 (1.3) & LR2. To the west, across ML King Jr. Way South the zone is NC3P-85 (5.75), NC2-40 & LR3.

Lot Area: 81,281 square feet.

Project Description: The proposed project is for the design and construction of a mixed use building with approximately 353 residential units located above ground level commercial use. The commercial use program includes approximately 8,010 sq. ft. of commercial space (retail and restaurant use) and six live-work units. Parking (approximately 267 stalls) is proposed to be provided within the structure at and above street grade. The construction plan is to phase the project in two parts, with the west building erected in the first phase, and the east building to following afterwards. The existing structures will be demolished to allow the proposal to move forward.



Current Development: The site is currently developed with one commercial building, surrounded by a surface parking lot, and a three-story apartment building located at the corner of Othello and 43rd Avenue. The site is nearly flat with subtle slopes near the middle and along the east property line. The streets abutting the site are fully developed rights-of-way with asphalt roadways; curbs, sidewalks and gutters. South Othello Street is an arterial with heavy traffic volumes.

The building and uses take advantage of the site's unique location and connection to transit centers. The development site is located across the street from the Sound Transit Othello Light Rail Station. A Metro Bus stop serves the development site as well.

Access: The development site occupies a half block with three street frontages; 42nd Avenue South to the west, South Othello Street to the south, and 43rd Avenue South to the east. Access to the development site is limited due in part to 42nd Avenue terminating just north of Othello.

Surrounding Development: A significant addition to the area is the Sound Transit light rail station (Othello Station) situated within the Martin Luther King Jr. Way South right-of-way. The Othello Station is located approximately 100 feet from the site's southwest corner. Along the MLK corridor construction activity during the past 10 years has been robust, which has significantly impacted a neighborhood in transition. To the west, Holly Park Phase III has helped to transform the area and stimulate economic growth. On either side of MLK, commercial development dominates the area with a mix of retail, restaurant, office, and institutional uses. Across South Othello Street to the south, the ownership group has recently completed development similarly scaled 95,672 square foot development site. To the east across 43rd Avenue a narrow Multifamily Lowrise Two (LR2) zone buffers an expansive Single family 5,000 (SF 5000) zone. Abutting the site to the north is a religious institution, Miracle Temple of God. A large stand of mature trees provides a visual buffer between the two development sites.

Environmentally Critical Area's: None

Neighborhood Character: The surrounding neighborhood within one block along ML King Jr. Way South is predominately commercial, vastly changing in character with the number of new development spurred in part by the Light Rail transit corridor and New Holly housing development to the west. Newer developments are maximizing height envelopes which is changing the context. Approximately one block on either side of ML King Jr. Way the neighborhood transitions abruptly to residential uses with a mix of newer structures altering the existing fabric of the older housing stock. A number of churches can be found within short walks of the development site.

DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: September 11, 2007

The packet presented at the EDG meeting is available online by entering the project number (30076495) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The EDG packet is also available to view in the EDG file, by contacting the Public Resource Center at DPD:

Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
Seattle, WA 98124

Email: PRC@seattle.gov

Public Comment: During the Early Design Guidance meeting, the public generally expressed support of the proposal with considerations for design details to respect the pedestrian street-level experience.

- Liked modernist styled building in the neighborhood, another sign of revitalization is occurring in our community.
- Noted that an incorporation of materials that are more familiar with the residential uses along the facades adjacent to multifamily zones is needed.
- Stated that the proposed building should be scaled at a lower height where adjacent residential zones.
- Encouraged a design of the building should be limited to four stories in height.
- Noted that one bedroom and studio apartments would be more appropriate for the site.
- Commented that the project should be scaled to the context of the neighborhood – note: New Holly Park as an example of design within scale.
- Commented that access to residential units should be visible from the street.
- Commented that it's important to have open space oriented to optimize internal use
- Streetscape experience is a serious problem along all street frontages - how the building steps back, use of glazing and green walls, etc. should be taken seriously as the design moves forward.
- Noted that external lighting may be a problem, would like to see lighting detail.

- Suggested that DPD consider an alternative location for the Design Review meeting that is closer to our homes.
- Noted that vehicles cutting through the church parking lot just north of the development site could be disruptive due in part to the limited access to 42nd.
- Noted that parking demand (residential, commercial) should be met on the development site, not the streets.
- Clarified that parking is proposed to be located in the garage.
- Questioned if the two buildings would be built at the same time? The design team responded that they did not know, but felt it was unlikely.

INITIAL RECOMMENDATION MEETING: December 10, 2013

The Initial Recommendation packet includes materials presented at the meeting, and is available online by entering the project number (3016131) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the project file (project number 3016131), by contacting the Public Resource Center at DPD:

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Design Development: The ownership group has elected to have the proposed development evaluated under the Land Use Code that was in effect at the time of the previously approved MUP (#3007649). The revised proposal was informed by the EDG report published on October 4, 2007 and lessons learned from the related “The Station” project (MUP #3006405) directly across South Othello. During the project presentation, the applicant noted that in response to the EDG guidance, the building program has changed which in turn required several modifications necessitating the revised design to be brought back before the Board. The revised design and development objectives have taken into consideration the transit orientation of ML King and South Othello. The proposed development will be completed in two phases with the west half being developed in the first phase, due in part to its close proximity to the Othello Rail Station. The proposed buildings are interlocking “L” shaped structures. The two structures will stand 6-stories above grade, and are more similar in concept to the EDG design Alternative Two.

The proposal now includes approximately 380,000 gross floor area of new construction, with 347 residential units above ground level commercial (general retail, live-work and a fitness center). Two residential lobbies are proposed to anchor each corner along South Othello. Access to parking will be taken off 42nd and 43rd Avenues South. Ground level parking within the structure will be visible from the Othello Street front and will feature landscaping elements to mitigate surface parking. At Phase Two, the east building will include a parking level above the street level. Both buildings will deploy of colors and materials to accentuate modulations to reduce the building’s scale upon adjacent uses.

The approved MUP departures previously identified in the DRB packet included residential street-level requirements and parking location and access played a minor part of the Board's deliberation. The Board will deliberate departure requests at the next meeting. See the Departures section later in the report.

Public Comment: Several members of the public attended this Recommendation meeting. The following comments, issues and concerns were raised:

- Concerned with the proposed height of the building, would like the previous approved MUP height standard to set maximum height the limit.
- Wanted clarity on how vehicles were accessing to and from the site and location of parking levels. Noted potential adverse impacts on residential zones.
- Encouraged the relocation of the mid-block retail uses to the corners where they would be more viable. Stated that residential lobbies located at the corners were a design misstep.
- Encouraged wider sidewalks around the site to ease pedestrian movement.
- Wanted to know if pedestrian access to the retail uses will also be available from the parking court. The applicant responded by stating no secondary accesses are proposed for retail users.
- Encouraged residential units are of viable size especially at street level along 43rd Avenue South.
- Concerned with the west building's west elevation, how it relates to the light rail station and surrounding right-of-way is important.
- Supported maximizing the new zone height limit of 85 feet to increase density.
- Noted the street level nonresidential floor areas should be flexible spaces to accommodate future demands of commercial uses including restaurant, retail, office, etc.
- Encouraged smaller nonresidential spaces to allow more diverse "small pop" commercial businesses.
- Wanted additional clarity on the reduction of nonresidential gross square footage approved under the previous MUP to what is currently being proposed. The applicant responded that less than half of what was previously approved has been programed.
- Clarified that the location of loading will be accessed from the interior.

FINAL RECOMMENDATION MEETING: August 26, 2014

The Final Recommendation packet includes materials presented at the meeting, and is available online by entering the project number (3016131) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the project file (project number 3016131), by contacting the Public Resource Center at DPD:

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Design Development: The ownership group hired Caron Architecture to reinvigorate the design concept in response to identified guidance from the Initial Recommendation Design Review meeting. Seven major design components were identified addressing the goals and objectives for a best fit mixed-use project anticipating future demands in an active commercial corridor with efficient transit connection to other areas within the city. The building's façade was updated to impart a more cohesive design theme and simplified massing similar to the previously approved MUP (#3007649). At street level along all street frontages, the redesigned facades are more fully responsive to the character of the streetscape. A stronger "townhouse" residential presence was developed along 43rd Avenue South to be more reflective of the multifamily (LR2) zoning across the street. Door entries and a visual two-story design scheme have strengthened its residential compatibility.

The southeast and southwest corners were redesigned to establish a stronger sense of place. Bolder colors and punctuated horizontal lines, incorporating themes from the neighborhood design palette (Hello Othello) help to distinguish this project from others. Focused attention was directed along the South Othello Street frontage. Views into the parking court were eliminated by infilling commercial active spaces in front of an outdoor plaza adjacent to the sidewalk. The commercial floor area along South Othello is incorporating a flexible space alternative to create greater opportunities for an open-market styled retail and restaurant blended space. This ideal has worked at Via 6 (2121 6th Ave) in Downtown Seattle and affords smaller neighborhood businesses an opportunity to establish themselves along an active pedestrian corridor. The applicant noted that this new proposal hopes to have a positive impact in the pedestrian realm in allowing greater flexibility and variety of smaller businesses to create a more vibrant urban neighborhood

The proposal still features a phased component which would expose surface parking to the residential zone to the east. The two residential lobbies have been pulled back from Othello and relocated off 42nd and 43rd Avenues South. Ground level parking within the structure will be visible from 42nd and 43rd Avenue and will feature landscaping elements to mitigate visibility of surface parking. Five Design Review Departures were identified and are discussed towards the end of this report.

Public Comment: Several members of the public attended this Recommendation meeting. The following comments, issues and concerns were raised:

- Level of community outreach to allow dialogue to take place should be acknowledged and commended with the new ownership group. Far superior design from previous effort.
- Open floor commercial space was directly reflective of the diverse neighborhood's needs and was a request from community input.
- Excellent idea for creating an open commercial space similar to outdoor markets.
- Encouraged wider sidewalks around the site to ease pedestrian movement.
- Supported flexible parking court with internal landscaping.
- Supported street-level setbacks along South Othello.
- Combined commercial and residential entrances should be vibrant with clear sight lines.
- Liked public plaza along South Othello.

- Noted more parking should be incorporated into the parking court even at the expense of dispersing landscaping. Clustering of trees can be deemed a threat to safety in the parking court.
- Encouraged the placement of bolder commercial presence at the corners.
- Loved the incorporation of the “Hello Othello” color palette.
- Wanted additional colors to be added on the west façade as found on other facades. The west façade is uninspired, lacking visual energy.
- Supported the project design and execution.
- More trees in parking court are needed but distributed throughout the parking court.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

The Board identified the Citywide Design Guidelines of highest priority for this project.

Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board indicated the project should be designed to respect the subtle characteristics of each street frontage. The Board also noted that the intersection at 43rd and South Othello needed additional refinement at street level to be responsive of the adjacent residential zone and Public Park. (See Guideline A-5, B-1, E-1)

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline in along each street frontage with distinct design opportunities to engage perimeter development.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Othello-specific supplemental guidance:

A strong relationship between the building and the street adds character and quality to the Othello business district.

- **Building spaces for commercial use at or near the edge of the sidewalk and limiting vertical grade separations are encouraged where commercial uses occupy the street-level floor.**

- **Shallow setbacks and a minor grade separation are encouraged between the first floor and the sidewalk where residential uses occupy the ground floor; this will promote privacy and also accommodate entry porches and stoops.**

At the Early Design Guidance Meeting, building spaces for commercial use at or near the edge of the sidewalk and limiting vertical grade separations is encouraged where commercial uses occupy the street-level floor.

The shallow setbacks and a minor grade separation were encouraged between the first floor and the sidewalk where residential uses occupy the ground floor; this will promote privacy and also accommodate entry porches and stoops.

At the Initial Recommendation Meeting, the Board was concerned with the missed opportunity to establish a stronger nonresidential presence at the prominent corner of 42nd & South Othello. The proximity to the light rail station affords advantages to activate the corner with heavy pedestrian traffic. The Board indicated they would not support location of the residential lobbies at prominent corners.

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline in providing setbacks and transparency along the Othello Street frontage, including corners.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board encouraged further study of the deployment and visibility of nonresidential entries at corners and common access points at the development site. The readability of the commercial and residential entries around the three street frontages needs further refinement.

At the Final Recommendation Meeting, after considering the functionality of the blended commercial and residential pedestrian access entry at the corner of 42nd and Othello, the Board agreed the design successfully addressed the updated Guidelines with placement of pedestrian entries. (CS2-C-1, PL3-1)

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

Othello-specific supplemental guidance: The life of the neighborhood should be closely tied to the character of its public space. It is especially important to recognize streets as public space. The design of buildings can help determine the level of activity on the street. Where storefronts meet the sidewalk, social interaction can be intensified adding vitality. New development is encouraged to support the area's pedestrian designated streets and the Station Area Overlay District by contributing to a consistent building line at or near the sidewalk.

At the Early Design Guidance Meeting, The Board discussed how recessed building or individual shop entrances to help create a traditional "main street" feel. Additionally, stoops and landscaping between the street facing façade and street property line help provide privacy for residential use at street level.

The Board encouraged large developments are encouraged to include plazas or gracious entry forecourts along the street edge, provided street continuity is not unduly interrupted along the majority of the block. (This guidance addresses a potential unintended consequence of NC zoning and the P1 designation that when applied to a very large, full-block development could create a long, uninterrupted street wall not conducive to pedestrian comfort.

The Board discussed overhead weather protection along the sidewalk for pedestrian comfort; in the form of canopies and awnings are encouraged.

At the Initial Recommendation Meeting, the Board questioned how the views into the parking courtyard would be a positive element as viewed from the sidewalk. There was not full support of the opening into the parking courtyard that was being presented as woonerf. The applicant was directed to provide a full detailed perspective of the parking courtyard as viewed from the exterior (sidewalk) and from its interior (residential units with views into the central courtyard) at the next meeting. (See Guidelines A-7 and E-2)

The Board indicated the project should be designed to respect the adjacent residential zone to the north. The Board also noted that the project's street-level east elevation was not scaled within a residential context. The volume of blank walls, location and size of windows, and depth of landscaping buffer appeared underwhelming. (See Guideline A-2, A-3, C-1, C-4, D-2, D-12, & E-1)

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline in capturing the specific context of each street frontage, including the residential character along 43rd Avenue South with providing opportunities for inhabitants of the townhomes engage neighbors.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

Othello-specific supplemental guidance: Several zone edges between commercial (C1) and single family-zoned properties exist in the neighborhood. This could result in visual impacts, as well as traffic and noise conflicts between these properties. To help prevent these situations, consider:

- **preventing service, loading and storage areas from directly facing single family residential areas;**
- **buffering single family areas from the undesirable impacts of commercial-related service facilities; use landscaping or cohesive architectural treatment to screen service areas and facilities.**

At the Early Design Guidance Meeting, the Board discussed preventing service, loading and storage areas from directly facing single family residential areas is a high value element; buffering single family areas from the undesirable impacts of commercial-related service facilities; use landscaping or cohesive architectural treatment to screen service areas and facilities.

At the Initial Recommendation Meeting, the Board spent discussed their concern with the proposed building mass relationship to its surroundings. A simplified approach is required to render the project more readable to fit within the existing context. To the east, the design

lacked a human scale reflective of the residential character of the streetscape. The west façade with proximity to commercial uses and the light rail station should better respect the visual interplay of buildings and openness to the west. The Board also discussed the relationship to the structure to the south, indicating that the proposed design seemed to show more respect for this property than its residential orientation to the east.

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline. (See Guideline A-4)

A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

Othello-specific supplemental guidance: Ground-related residential development, such as townhouses, is encouraged at locations along public open spaces such as Othello Park to create human activity along the park and provide for social interaction among residents and neighbors.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board indicated the project should be designed to respect the residential neighborhood to the east. The Board also noted that the protecting privacy and establishing defensible space for the street-level residential units should be provided. (See Guideline A-1, E-1)

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline. (See Guideline A-4)

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board did not specifically address the Guideline. (See Guideline E-2)

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline in providing attractive and well detailed rooftop decks.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Othello-specific supplemental guidance: Consider siting and designing structures on corner lots to take advantage of their role as gateways and activity nodes in the community. Locating open spaces such as plazas for public use can promote a physical and visual connection to the street.

- **Consider adding a focal element, for instance, a sculpture or civic art piece to outdoor space. Consider building on current public art themes in the neighborhood, including a kiosk for the use of the community.**

- **Employ strong building forms to demarcate important gateways, intersections, and street corners. Strong corner massing can function as a visual anchor for a block.**

At the Early Design Guidance Meeting, The Board directed the applicant to consider adding a focal element, for instance, a sculpture or civic art piece to outdoor space. Consider building on current public art themes in the neighborhood, including a kiosk for the use of the community.

The Board directed the applicant to employ strong building forms to demarcate important gateways, intersections, and street corners. Strong corner massing can function as a visual anchor for a block.

The Board directed resolution of the solid wall elements along the curve portion of the lot; there appear to be competing elements, curves vs. straight edges. Explore incorporating more residential open space at street level with elements to encourage use and open up accessibility to the outside, if feasible. The design should optimize activating street level with storefront glazing, street furniture, landscaping, etc. - and should provide quality elements to encourage use. Avoid creating deep recesses along the façades at street level. Seek to create an engaging sidewalk experience, increasing sidewalk width and establishing a woonerf at the terminus of 42nd are good ideas that should be carried forward.

At the Initial Recommendation Meeting, the Board indicated that the Southwest corner should be activated, and encouraged nonresidential entries to be located at this location. The southeast corner needs further refinement in establishing a street level presence with design flourishes activate corner. (See Guidelines A-2, A-3 and A-5)

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline in siting vehicle access away from corners.

B. Height, Bulk and Scale

- B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

Othello-specific supplemental guidance: Much of the MLK@Holly business district is zoned for large, 65' tall buildings. Careful siting, building design and building massing at the upper levels is encouraged to achieve a sensitive transition between the 65' commercial zone and adjacent residential zones. Large, monolithic buildings are discouraged. Consider the following:

- **Design building volumes to maintain a compatible scale with smaller buildings nearby.**
- **Rely on building massing and orientation to place strong visual emphasis on the street in activating public space.**
- **Use smaller sub-volumes in the massing of a building to create a transition in size to adjacent residential structures that are smaller in scale.**

At the Early Design Guidance Meeting, the Board encouraged designing building volumes to maintain a compatible scale with smaller buildings nearby. Rely on building massing and orientation to place strong visual emphasis on the street in activating public space. Use smaller sub-volumes in the massing of a building to create a transition in size to adjacent residential structures that are smaller in scale. The design should be sensitive to the adjacent zones with facades designed to minimize bulk.

At the Initial Recommendation Meeting, the Board did not specifically address the Guideline. (See Guidelines A-1 and A-5)

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline which is similarly scaled to building south of South Othello.

C. Architectural Elements and Materials

C-1 **Architectural Context.** New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board expressed concern that the proposed development did not appropriately respond to the residential zone to the east, and would like to see a simplified design approach to the application of modulation and color. They stressed the need to provide high quality materials on the elevations that face the adjacent developments. (See Guideline A-5)

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline in designing a contemporary styled building incorporating “Hello Othello” color palette.

C-2 **Architectural Concept and Consistency.** Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board was not totally satisfied with the character and design of the structure. The massing of the structure along the east and west property lines needs to be reworked. (See Guideline A-5)

At the Final Recommendation Meeting, the Board indicated that the west façade was underwhelming in the execution, with its lack of color north of residential entry, and requested the design team to work with the assigned planner to create more vibrancy upon the west façade. The large expanse of blank façade along the north wall needs additional refinement to help break down the blank wall surface with more pronounced and additional scoring or other technique to visually breakdown the wall’s surface into smaller components. (See also updated Guidelines CS3-A-2, DC2-A2, DC2-B-1, & DC2-B-2)

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board did not specifically address the Guideline. (See Guidelines A-4 and A-6)

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline along each street frontage with the design and placement of windows, materials to engage the pedestrian realm.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Othello-specific supplemental guidance:

- **Encourage High-Quality Construction:** All new buildings are encouraged to be constructed as long-term additions to the urban fabric.
- **Residential Development:** Use exterior building materials that are typically residential in character. The most commonly-found traditional cladding material in the Othello neighborhood is wood: shingle, horizontal or vertical. Stone, or other masonry with human-scale texture, is also encouraged—particularly as accent materials. Creative combinations of the above are encouraged; other materials can also be considered, such as stucco and vinyl shaped to reflect natural textures, so long as they meet the overall objective of conveying a sense of permanence, human scale and proportion.
- **Commercial and Mixed-Use Development:** Use exterior building materials typically found in traditional storefront design. This includes brick, masonry and metal on the ground floor. Mixed-use developments could use a combination of materials, such as brick, masonry, metal, wood and stucco in a manner that creates a coherent overall building design. Consider window design as an opportunity to provide variation and definition along building facades. Avoid monotonous repetition of window types.

At the Early Design Guidance Meeting, the Board encouraged the cladding of exterior building materials typically found in traditional storefront design. This includes brick, masonry and metal on the ground floor. Mixed-use developments could use a combination of materials, such as brick, masonry, metal, wood and stucco in a manner that creates a coherent overall building design.

At the Initial Recommendation Meeting, the Board expressed their concern of building program at street level and advised that all facades be well detailed and use higher quality materials that will age well. Hardipanel is problematic, especially at street level, and should be avoided at this location. The project should consider installing the previously approved masonry materials at street level of a fine grain reflective of adjacent uses. The north façade should use materials that are informed by and respectful of the institutional structure to the north.

The Board also noted that the window design should be an opportunity to provide variation and definition upon building's facades. Avoid monotonous repetition of window types.

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline with type and quality of surface materials.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Othello-specific supplemental guidance: Activate the Street Edge: Providing space for intermingling of pedestrians and shoppers at the street-level on Martin Luther King Jr. Way South will help create a socially and visually stimulating MLK@Holly business district. Multiple storefronts, shop entrances and activities enliven the street and provide a safe pedestrian environment. Generous windows placed at the ground floor give people inside an awareness of activity on the street. This is commonly referred to as "eyes on the street," and supports an active day and night street environment.

- Buildings that are designed for multi-tenant occupancy and walk-in pedestrian traffic at the street level are encouraged.

At the Early Design Guidance Meeting, the Board encouraged a designed for multi-tenant occupancy and walk-in pedestrian traffic at the street level would be beneficial to the neighborhood.

At the Initial Recommendation Meeting, the Board noted that the locations of residential and commercial entries need further refinement to address specific conditions for what is occurring in the streetscape. Understanding activities and pedestrian traffic flow associate with pedestrian designated zones and residential oriented streets is imperative to successfully engaging the public domain.

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline siting of pedestrian entries with a readable vocabulary.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Othello-specific supplemental guidance:

- Consider the type of "zone of defense" most appropriate for specific spaces and entries included in the development proposal. Private open spaces and entrances should include physical barriers, such as fencing, some forms of landscaping and locked doors. Symbolic barriers are appropriate for semi-private spaces, and require only a visual perception that a transition has occurred. Nearly anything could serve as a symbolic barrier, and examples include: bollards, flower beds, changes in sidewalk patterns or materials, and signs.
- New developments are encouraged to provide lighting on buildings and in open spaces. This includes: exterior lighting fixtures above entries; lighting in parking areas and open spaces; and pedestrian street lights near sidewalks. To the degree possible, a constant level of light providing reasonably good visibility should be

maintained at night. Bright spots and shadows should be avoided. Highly vulnerable areas and those that could conceal a potential attacker should be illuminated more brightly than areas designed for normal activity.

- **As a symbolic barrier, landscaping can mark the transition between zones. Consider employing features such as decorative fencing, flower beds, ground cover, and varied patterns in cement work to clearly show separation between zones. If more substantial barriers are needed, shrubbery such as evergreen hedges can be used to create more formidable edges.**

At the Early Design Guidance Meeting, The encouraged the consideration of the type of “zone of defense” most appropriate for specific spaces and entries included in the development proposal. Private open spaces and entrances should include physical barriers, such as fencing, some forms of landscaping and locked doors. Symbolic barriers are appropriate for semi-private spaces, and require only a visual perception that a transition has occurred. Nearly anything could serve as a symbolic barrier, and examples include: bollards, flower beds, changes in sidewalk patterns or materials, and signs.

The Board noted that new developments are encouraged to provide lighting on buildings and in open spaces. This includes: exterior lighting fixtures above entries; lighting in parking areas and open spaces; and pedestrian street lights near sidewalks. To the degree possible, a constant level of light providing reasonably good visibility should be maintained at night. Bright spots and shadows should be avoided. Highly vulnerable areas and those that could conceal a potential attacker should be illuminated more brightly than areas designed for normal activity.

The Board also stressed that as a symbolic barrier, landscaping can mark the transition between zones. Consider employing features such as decorative fencing, flower beds, ground cover, and varied patterns in cement work to clearly show separation between zones. If more substantial barriers are needed, shrubbery such as evergreen hedges can be used to create more formidable edge.

At the Initial Recommendation Meeting, the Board requested resolution for how pedestrian safety would be secured at recessed entries. They stated their concerns for protected havens should occupants and visitors find themselves waylaid at entries near sidewalks. A detailed study illustrating measures documenting defensible spaces for recessed entries will be demonstrated at the next meeting.

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline in creating defensible entries for the townhome themed units along 43rd and live-work units along 42nd Streets.

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board did not specifically address the Guideline.

At the Final Recommendation Meeting, the Board did not specifically address the Guideline.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board noted a lighting plan was not presented and requested a detailed lighting plan to include views into the interior courtyard as well as around the perimeter.

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline with application of wall sconces and stringed overhead lighting in the recessed courtyard area adjacent to Othello.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board did not specifically address the Guideline.

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline with the volume of glazing along 42nd and Othello Street frontages.

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

At the Early Design Guidance Meeting, there is no room for blank walls adjacent to residential uses. Pedestrian open space is a high valued element to soften the edges. Street level residential uses should take on the appearance of townhouse units – stoops are encouraged.

At the Initial Recommendation Meeting, the Board reiterated this guidance saying the east elevation needs further refinement to establish a stronger connection to the adjacent residential zone. The east elevation should use materials that are informed by and respectful to the previously approved MUP. The level of detailing along the 43rd Avenue frontage needs attention.

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline in providing a landscaped area in front of the setback area in residential use along 43rd Avenue South.

E. Landscaping

- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites.** Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

At the Early Design Guidance Meeting, the Board did not specifically address the Guideline.

At the Initial Recommendation Meeting, the Board noted the phased project could adversely impact the residential zone to the east with a surface parking lot. A detailed landscape plan is required demonstration visual mitigation of surface parking lot upon adjacent properties along 43rd Avenue South.

At the Final Recommendation Meeting, the Board agreed the design successfully addressed the Guideline in proving landscaping at street-level along 43rd Avenue South.

- E-2 Landscaping to Enhance the Building and/or Site.** Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

At the Early Design Guidance Meeting, the design should optimize protecting the pedestrian experience within the right-of-way, and attention should be directed towards developing a highly evolved landscape site plan in and around the perimeter with attractive landscaping flourishes.

At the Initial Recommendation Meeting, the Board was concerned of the visual impact of the north façade upon the adjacent structure to the north and would like to see design mitigation to reducing the appearance of bulk. At the next meeting, the design needs to show how the solid wall is being screened.

At the Final Recommendation Meeting, the Board supported greater tree canopy within the parking court but not necessarily clustered. Further efforts by the design team to disperse trees within the parking court should be coordinated with the assigned planner. (See also updated Guidelines DC1-C-2 & DC1-C-3).

UPDATED DESIGN GUIDELINES (cited by Board during Final Recommendation Meeting)

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

Othello Supplemental Guidance:

PL3-I Human Activity

PL3-I-i. Main Street Feel: Recessed building or individual shop entrances to help create a traditional “main street” feel; ii. Stoops or landscaping to help provide privacy for residential use at street level;

PL3-I-ii. Residential Privacy: Stoops or landscaping to help provide privacy for residential use at street level;

PL3-I-iii. Entry Plaza: Large developments are encouraged to include plazas or gracious entry forecourts along the street edge, provided street continuity is not unduly interrupted along the majority of the block.(This guidance addresses a potential unintended consequence of NC zoning and the pedestrian zone designation that when applied to a very large, full-block development, could create a long, uninterrupted street wall not conducive to pedestrian comfort;

PL3-I-iv. Overhead weather protection: Include along the sidewalk for pedestrian comfort; canopies and awnings are encouraged.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) were based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). At the Final Recommendation Meeting five departures were requested:

1. **Street-Level Uses (SMC 23.47A.005.C.1.d):** The Code requires in all commercial zones with a zoned height limit of 85 feet or higher, a minimum of 80% of the street-level to be occupied by nonresidential uses. The applicant proposes to provide 79% of the street-level use along 43rd Avenue South.

The Board indicated the east half of the street frontage along 43rd Avenue South is zoned LR2 and reducing the commercial frontage along this street would provide opportunities to better meet the updated Design Review Guidelines (CS2-B-2, CS2-D-1, and CS2.D-3) by increasing the linear length in residential use which would be more compatible and better serve the residential nature of the street front.

The Board unanimously recommended that DPD grant the requested departures.

2. **Street-Level Development Standards (SMC 23.47A.008.A.3):** The Code requires street-level street-facing facades shall be located within 10 feet of the street lot line,

unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided. The applicant proposes allow a 34.5 foot average mid-block depression along South Othello street.

The project could be developed in two phases, where the two building masses will be joined in an interlocking “L-shaped” pattern. The setback area is where the two buildings will be joined adjacent to South Othello. The recessed area will to have access entries into the each building wing and into the parking courtyards, and is designed with amenity features including; overhead lighting, plantings and potential furniture to activate the space. The Board was encouraged the proposed design elements would contribute to activating the streetscape by establishing meaningful opportunities for pedestrians to interact. The Board unanimously recommended that DPD grant the departure. (DC1-A, DC3-A, & PL1-C-1)

3. **Street-Level Development Standards (SMC 23.47A.008.B.3):** The Code requires non-residential uses to maintain a floor to floor height of at least 13 feet, and an average depth of 30 feet, with a minimum 15 feet depth limit. The applicant proposes reduce a portion of the commercial space 13 foot floor to floor height requirement to set a mezzanine to allow a 10 foot clearance floor to floor.

The requested area allows for maximizing a dynamic commercial space; therefore, the Board unanimously recommended that DPD grant the departure. (DC1-A-3)

4. **Street-level Development Standards (23.47A.008.D.2):** The Code requires where residential uses are located along a street-level street facing façade the following is required. Either the first floor of the structure at or above grade shall be at least 4 feet above sidewalk grade or the street-level façade shall be set back at least 10 feet from the sidewalk. The applicant proposes to site the ground floor level along 43rd Avenue South between 1’ 4” to 2’-1” above the street property line.

The Board found merit in stepping proportions of the ground level units back with a landscaped buffer to provide a level of privacy and defensible space with the recessed entry. The Board unanimously recommended that DPD grant the departure. (PL3-A & PL3-B)

5. **Parking Location and Access (23.47A.032.A.1.c):** The Code requires when access is not provided from an alley and the lot abuts two or more streets, access is permitted across one side street of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1. The applicant proposes to access surface and above grade parking form two side streets; 42nd Avenue to the west and 43rd Avenue to the east.

The dual access is consistent with what the previous Board Approved and the solid waste recycling areas are located in the west building away from the residential zone; therefore, the Board unanimously recommended that DPD grant the departure. (DC1-B-1, DC1-C-4)

BOARD RECOMMENDATIONS

The recommendation summarized below was based on the design review packet dated August 26, 2014, and the materials shown and verbally described by the applicant at the dated August 26, 2014 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, four Design Review Board members recommended **CONDITIONAL APPROVAL** of the subject design and the five requested departures with the following recommendations:

1. Enhance the color palette on the west façade, greater color vibrancy is needed in keeping with the other street-facing facades. (CS3-A-2, DC2-A-2, & DC2-B-1)
2. Provide greater visual interest through scoring or other techniques to help breakdown the blank wall along the north façade of the two building masses. (CS3-A-2, DC2-A-2, & DC2-B-2)
3. Support increasing tree canopy within parking court, if design team chooses to disperse tree clustering the Board has no objections. (DC1-C-2 & DC1-C-3)

ANALYSIS & DECISION – DESIGN REVIEW

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the DPD Director’s decision reads in part as follows:

The Director’s decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

- a. Reflects inconsistent application of the design review guidelines; or*
- b. Exceeds the authority of the Design Review Board; or*
- c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or*
- d. Conflicts with the requirements of state or federal law.*

Director’s Analysis

Four members of the Southeast Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project’s overall success. The Director must provide additional analysis of the Board’s recommendations and then accept, deny or revise the Board’s recommendations (SMC 23.41.014.F3).

The design of a new building (containing five residential floors above a one-story commercial base) is proportionally scaled to reduced appearance of bulk through use of modulation, color and fenestration schemes. The design of the proposed structure is contemporary with influences of architectural elements found in the area with subtle touches to provide visual interest that seeks a sense of individuality. The proposed building establishes a strong building form by taking cues from an irregular shaped lot and number and arraignment of upper level building mass.

The project is programmed to be constructed in two phases which could cover a number of years. The applicant has presented renderings illustrating visual impacts of a phased project, exposing a surface parking lot to the east. A major concern for DPD is creating large expansive surface parking lots and partially completed projects to be visible for years in neighborhoods, if it can be avoided. The Board shared similar concerns prior to the applicant assuring the assembled group they would weigh the visual impacts of the phased development and would mitigate visual impacts on the adjacent properties. If the project is phased the applicant will provide a robust landscape plan subject to the approval of the DPD and plant the area to mitigate visual impacts of a surface parking lot upon adjacent properties. (CS2, DC1-C-2, & DC1-C-3)

Since the conclusion of the Recommendation meeting, the applicant has had several interactions with DPD to resolve this concern and several others. The west and north exterior walls are undergoing refinement and will be finalized prior to building issuance. Interior parking courtyard tree canopy has been re-disbursed to create greater canopy coverage to the satisfaction of the Director.

It has been the Director's experience; if careful attention to detail is not focused on Live-work units at street-level they tend to lose connectivity to the public domain. The simple design concept requires careful treatment of the streetscape experience to avoid the appearance of a blank facade. The Director recommended a condition that the windows remain transparent to maintain pedestrian connection to nonresidential use, all occupied live-work units shall be prohibited from screening materials that do not allow pedestrians to engage the nonresidential use within. (CS2, PL3-B-3, PL3-I-i, DC1-A-1, & DC2-B-2)

An agreement in principal has been reached between the applicant and DPD with regard to the design and layout of landscaping within the parking courtyard and vehicle gates. Conceptual design detail will be secured prior to MUP issuance with final design approval secured at the time of the associated building permit. In addition, a land use planner will approve each phase of construction built-out to assure appropriate measures are taken to address visual impacts of the surface parking lot. The Director of DPD affirms the Board conclusions and supports the proposal with recommendations.

Director's Decision

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Design Review Board agreed that the proposed design meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures.

INSTRUCTIONS TO APPLICANT

- A. Embed all conditions of approval into the cover sheet on the updated MUP plan set and all subsequent building permit drawings.
- B. Embed colored elevation and landscape drawings into the MUP and building permit drawings.
- C. Update plans and supporting documents to provide consistent and current project information, i.e., parking calculations, residential unit count, etc.
- D. Any proposed changes to the external design of the building, landscaping or improvements in the public right-of-way must first be reviewed and approved by the DPD planner prior to construction.

DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Issuance MUP

- 1. Increase the tree canopy within the parking court. The design team may choose to disperse tree clustering.

Prior to Building Permit Issuance

- 2. Provide greater visual interest through scoring or other techniques to help breakdown the blank wall along the north façade of the two building masses.
- 3. Enhance the color palette on the west façade; greater color vibrancy is needed to respond to the other street-facing facades.

Prior to Certificate of Occupancy

- 4. If project is phased, provide and install to DPD robust landscaping plan in and around the surface parking lot to minimize potential adverse visual impacts on adjacent properties and abutting rights-of-way, subject to approval of the assigned planner.
- 5. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Bradley Wilburn 206 615-0508 or bradley.wilburn@seattle.gov).

For the Life of the Project

- 6. Windows shall remain transparent avoid screening materials that do not allow pedestrians to engage the nonresidential use within.

7. The building design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Bradley Wilburn 206 615-0508 or bradley.wilburn@seattle.gov) or a DPD assigned Land Use Planner.

Signature: (signature on file) Date: January 5, 2015
Bradley Wilburn, Senior Land Use Planner
Department of Planning and Development

BW:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.